

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 01/16/2003

DEN02LA020		01/13/2002		Grand Junction, CO		Aircraft Reg No. N382X		Time (Local): 15:15 MST			
Make/Model:		Maule / M-5-235C				Fatal		Serious		Minor/None	
Engine Make/Model:		Lycoming / O-540				Crew		0		0	
Aircraft Damage:		Substantial				Pass		0		0	
Number of Engines:		1									
Operating Certificate(s):		None									
Type of Flight Operation:		Personal									
Reg. Flight Conducted Under:		Part 91: General Aviation									
Last Depart. Point:		Same as Accident/Incident Location				Condition of Light:		Day			
Destination:		Local Flight				Weather Info Src:		Weather Observation Facility			
Airport Proximity:		On Airport				Basic Weather:		Visual Conditions			
Airport Name:		Walker Field				Lowest Ceiling:		None			
Runway Identification:		29				Visibility:		10.00 SM			
Runway Length/Width (Ft):		10501 / 150				Wind Dir/Speed:		290 / 016 Kts			
Runway Surface:		Asphalt				Temperature (°C):		6			
Runway Surface Condition:		Dry				Precip/Obscuration:		None / None			
Pilot-in-Command		Age: 46				Flight Time (Hours)					
Certificate(s)/Rating(s)						Total All Aircraft:		1361			
Flight Instructor; Commercial; Single-engine Land;						Last 90 Days:		36			
Instrument Ratings						Total Make/Model:		652			
Airplane						Total Instrument Time:		120			

The pilot said that during a touch and go landing, he heard a "bang." The left rudder pedal went to the floor, and the airplane ground looped to the right. The left wing was bent up for the outboard 12 feet of the wing. Postaccident examination of the airplane's left tail wheel steering cable revealed that a swaged attachment had separated.

Brief of Accident (Continued)

DEN02LA020

File No. 12594

01/13/2002

Grand Junction, CO

Aircraft Reg No. N382X

Time (Local): 15:15 MST

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR, TAILWHEEL - DISCONNECTED
2. (C) LANDING GEAR, STEERING SYSTEM - FAILURE
3. (F) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. (F) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

the failure of the tail wheel left steering cable. A contributing factor was the pilot's loss of aircraft control (not possible) and the subsequent inadvertent ground loop.